

The Dispatch.

PROVO CITY, - FEBRUARY 4, 1891.

PUBLISHED WEDNESDAYS AND SATURDAYS.

(Entered at the Postoffice at Provo, Utah, for transmission through the mails as Second-Class matter.)

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FROM PROVO TO TINTIC.

THE DISPATCH publishes this issue a detailed account of the proposed railroad from Provo to the rich mining camp of Tintic. The particulars of the project will be devoted with much interest by the public. No matter who is at the back of the scheme, the community is ready to extend to it the hand of patronage, and wish it success.

A railroad to Tintic means more for Provo than the casual observer is at first apt to imagine. In it, the far-seeing business man sees Provo become a second Pueblo. True the projectors and incorporators say the building of the line is only to handle the freight of the rich camp; but in reality—and at no far distant day the public will see the truth of what THE DISPATCH now says—it means the erection in Provo of smelters for the reduction of ore, and the building of blast furnaces for the manufacture of iron. It means more than this, it means that when these smelters and furnaces are in full operation, that we will have at least another large foundry, car shops, stove manufacturers, and mammoth enterprises that at present can not be commenced until the material to be used by them is manufactured right here in our thriving city.

Nature has placed Provo so that she

is destined to become the manufacturing centre of the Territory. With her unlimited resources being developed by the capital that is flowing into her midst, with railroads weaving a network around her, with her business men united in every way that has for their object the welfare and advancement of Provo, with an unlimited water power, there is no question of a doubt as to her coming greatness.

There has been but few subjects of the last year or so, that has enlisted the attention of the people of Provo so much as has this proposed line to Tintic, and THE DISPATCH hopes that the projectors will lose no time in getting to work, and in rushing it through.

A FITTING TRIBUTE.

Ever ready to "give honor to whom honor is due," irrespective of political difference, the San Francisco Examiner pays this well-earned tribute to the late Secretary of the Treasury:

Mr. Windom's greatest triumph was won in his brief term as Secretary of the Treasury under Garfield, when he refunded the outstanding \$5 and 6 per cent. bonds, without special authority of law, into 3s and 3 1/2 per cent. bonds, payable at the option of the government. This great transaction, saving over \$10,000,000 in interest, was performed by the simple operation of stamping the new terms across the old securities.

If his predecessor, Mr. Sherman, had not tied his hands by refunding about \$1,000,000,000 of the debt in fifteen and thirty year bonds, Mr. Windom would have put all our outstanding obligations in such a position that they could have been paid off at par at any time. In that case we should have been steadily extinguishing the debt without premium, there would have been no complaint of surplus revenues. Mr. Cleveland's famous message would have lacked its immediate occasion, there would probably have been no Mills bill, and certainly no McKinley bill, and all our subsequent history would have been altered. The late Secretary has left a gap that will be hard to fill. His policy was not in all respects satisfactory to the west, but it was one which the President required. His successor will find that the task of reconciling such a policy with the popular demands is one that requires a skill in which most men are lacking.

THE DISPATCH heartily endorses the following sentiments from the inaugural address of President DAVID EVANS of the Ogden Chamber of Commerce:

"Let us encourage capital from abroad, and when the stranger, seeking a home or investment, enters our gates, meet him with an outstretched and hearty greeting, and thereby induce him to remain with us. Selfish feelings and petty bickerings, respecting the growth of other cities, do not result in our good. They do not build our city. The truth about Ogden sounds her highest praises. Merit, sooner or later, will prevail. Loyalty to our city by her citizens, and a determined and united business community is what is wanted, with all will toward none."

Not One Of the people you meet from day to day has perfectly pure, healthy blood. The hereditary taint affects the large majority of people, while many others acquire diseases from impure air, impure food and wrong indulgence. Hence the imperative necessity for a reliable blood purifier. The Hood's Sarsaparilla, which eradicates every impurity, and gives to the blood vitality and health. It cures scurvy, salt rheum, humors, boils, pimples, and all other affections caused by impurities or poisonous poisons in the blood. All that is asked for Hood's Sarsaparilla is that it be given a fair trial.

TOM FIDDLER'S COLUMN.

UNDER the McKinley bill it is cheaper to board and clothe the Indians than to provide them with agricultural implements.

BOR BURDETTE says that God wasted mud when he made a man so mean as to tell the postmaster to return his paper marked "refused" when he owes two or three years subscription.

TEACHER, at Central School, Provo City: "A liquid is anything that runs." Fauntleroy Innocent: "Then sis's fellow is liquid, for he runs out at the back door whenever he sees pa coming."

DAVID B. HILL has it within his power to become the most popular Democrat in America. Simply, when the time comes, to propose the nomination of GROVER CLEVELAND for president by acclamation. United we are invincible, divided we become rattled and indifferent.

A KANSAS paper publishes the following unique reminder to the delinquent subscribers: "There is a little matter that some of our subscribers have seemingly forgotten entirely. Some of them have made us many promises, but have never kept them. To us it is a very important matter—it's necessary in our business. We are very modest and don't like to speak about it."

If He Were Young Again.

Professor L. P. Roberts is director of the college of agriculture in Cornell university. He is a gentleman of wide knowledge, full of enthusiasm, and a "self-made man," as it is called. Professor Roberts has been asked what he would do if he were young again. Here are some of the things he mentions. The Rural New Yorker, that he would do if he were young again. They are well worth the attention of those who are young still:

I would visit the school committee to see if they would not hire a teacher who would conduct me through the arithmetic successfully in two years instead of seven; one who had lost the art of spending fifteen years in imperfectly teaching now to form twenty six simple characters. If I were a youth just entering my teens I would want a teacher who had both inspiration and aspiration; one, in fact, who knew more than I did, so that I might be taught what to eat and how to eat; how to work and when to play; how to grow strong and beautiful; how to become good and true, and how and to whom to give thanks. Then I should want explained to me in the most simple language the uses, beauty and pleasures of knowledge, and that giving thanks for the blessings enjoyed, is a holy goal, a consuming desire for knowledge would possess me. I should want a teacher who could point out the road, who knew of the schools of higher training, their specialties, their character and quality.

I would divide my time first into two parts, one for rest and sleep and one for activity, and these two parts should not exchange beds or bunk together. The hours of activity would be devoted

to acquiring knowledge and to meditation. As the hardest thing a young person has to do is to "keep still" and the easiest is to put forth muscular effort, I should be careful not to work too long or back, in order that vitality might be left for the harder effort of thinking.

I would try to get such training and understanding that I could work for myself profitably; that is, I would avoid being so poorly equipped that I would be compelled to employ some one else to direct my labor, by getting the line's share, I get what was left. I would get at least two strings to my bow, so that if the world had no "long felt want" which my theoretical knowledge could fill I could make a washboard, a shoe or an apple barrel. I would inspect carefully many of the open doors which are labeled "Education," having found the one best suited to my desire. I would enter and not come forth till I could do several things well enough to attract attention, and I would "kick" if anybody thrust me into the wrong door.

George Eliot's Wife.

The blunders that are made in regard to literary people by those who should know better are absurd enough, but those who have had no opportunity to inform themselves in such matters can go even beyond these mistakes in droll errors.

At an authors' reading recently given in Boston for the benefit of a working girls' club there were present a number of working girls who have for the most part a small chance to keep themselves informed of the history or personality of authors.

Among the readers was Mrs. Maude Howe Eliot, daughter of Mrs. Julia Ward Howe, and author of several novels. When the reading of her selection came one girl was overheard to say to another:

"Ain't she lovely? I'm awfully glad to see her. I always did want to see George Eliot's wife."

The New-Comer in Provo.

NEW-COMER—"Money is scarce, and I want to know where I can buy my groceries and other goods the lowest in town?"

"Well, I can tell you where I find the lowest-priced store in town, and that is at C. 12's, in the basement. He does not throw out any baits, such as giving 12 lbs. of sugar for \$1, as it costs more, but he sells 12 lbs. for \$1, thereby making a clear profit of 50 cents on 100 lbs., with which he is satisfied. He sells his New York cheese at 17c. per lb., home made at 18c., bacon at 10c., oatmeal at 5c., best raisins at 15c., currants at 10c., lemon peel at 25c., cranberries at 15c., nuts at 20 and 25c. per lb., and oranges at 20c. per doz. He sells 2 packages of his "Tree" tea for 35c., Ayer's sarsaparilla at 75c. per bottle, and Hood's at 80c.; his Navy tobacco, 2 plugs for 25c.; Climax and Horseshoe at 50c.; Durham, 3 sacks for 25c.; Cut and Slash, 6 sacks for 25c.; Vanity Fair cigars, 6 for 25c.; best flour, \$1.10 per sack. He is selling his prints at 5c. per yard; handkerchiefs, 2 for 5c., and his all-wool socks at 25c. per pair. He has also the greatest variety of automatic and mechanical toys, with the largest assortment of musical instruments in the territory, consisting of Arion, the latest musical wonder, being a full orchestra; the mandolin; the musical wonder, a self-playing organ; the concert roller organ, the wonderful conch, the telephon, the German zither or harpette, the kalamazoo, etc., which he sells as cheap as you can get them from the makers."

New-Comer—"Well, how does he manage to sell his goods lower than the rest in Provo city?"

"Why, you see, his store is down in the basement, and as he is a working-man, his expenses are small. He does his own clerking, and is also superintendent and proprietor; he is put to no expense in keeping a delivery wagon with which to deliver a 5 cent spool of cotton when telephoned for, which, you the patron, have to pay for; but you go and get your goods, and carry them home yourself, and you will appreciate them when you get them there."

New-Comer—"Well, that is where I am going to trade, and see 12's, in the basement, between the banks."

A Brave Engineer.

When an incident occurs that appeals to the heroic element in man it ought to be passed around so that it will thrill in many breasts the brave responsive chord that cannot be touched too often for the good of human nature. Therefore we write here again the story below.

John Burns was the name of an engineer on the Michigan Southern road. His name, John Burns, is the same as that of another brave man, the workman labor leader—John Burns, of London. Engineer John Burns was in charge of Engine No. 34, weighing ninety tons and drawing seven passenger coaches and a baggage car. The train was No. 5 limited. No. 5 was late and was trying to make up lost time by running at the rate of fifty miles an hour down grade.

Near Irving station there had been a ghastly wreck of a cattle train, killing some of the poor brutes, tearing the horns off others, crushing several of the cars into splinters. Two of the cars were thrown across the track of the Lake Shore limited, No. 5. They lay there just as the train came thundering on, fifty miles an hour.

John Burns saw the situation in a lightning glance just before the train touched the wreck. Two courses were open. He could stop the train and jump off just before she crashed into the cattle cars and save his own life. But the train could not possibly be stopped in time to save a terrible wreck of the passenger coaches. No. 5 was too frightfully near the cattle cars for that. Undoubtedly there would be a terrific collision, and many lives would be lost; but John Burns would save his own life. The other course was to release all steam and let it drive the ninety ton engine clean through the wreck. The powerful engine could probably clear the obstruction at a bound, and bring the passenger coaches through with nothing worse than a terrible shaking up and some bruises. But where then would be John Burns? Probably scalded to death or dashed to pieces by the collision.

It did not take a thousandth part as long for John Burns to think this thought as it has taken for us to write it. But he did not think twice. He weighed the lives of all those passengers against his own in one thrilling moment, and then, butted thirty-four with all her thundering force square into the cattle cars upon the track. Thirty-four cut the cars in two like a knife, and carried the train through with her. As she did so John Burns suddenly reversed the motion and stopped the train.

Meantime, in the car behind the engine, was a baggage man full of that fine quality old fashioned people call "gumption." He saw the situation at a glance and ran into the cars in the rear, shouting to the passengers to rush to the

other side, the one opposite to the wreck. He was able to go through two coaches before the crash came. The sides of those two cars next to the wreck were torn out, but the passengers were saved, every one, though some of them were considerably injured. Through the cool heroism of an engineer and the presence of mind of a baggage man not a life was lost.

The engine and baggage car were smashed. Strange to say, however, John Burns himself was not killed, though one arm was scalded, and he was cut and bruised. Courage and presence of mind seem to carry with them their own mysterious protection.

Such a story somehow makes our common life look mean and shabby.

Foreign manufacturers have found a way to circumvent the tariff law just as the publishers found how to circumvent the lack of an international copyright law. The plan was revealed by Herr Jung, one of the delegates to the International Iron and Steel congress. Herr Jung said: "As a result of the visit of German iron men to this country, many of our most experienced iron manufacturers will invest their money here and become citizens of the republic. Visits are being made to every part of the United States by delegates with a view of establishing at different advantageous points great manufacturing plants." It will then still be competition between American and German iron making, but the competition will be upon American soil. Coates and Clark, the British rival thread manufacturers, long since established factories in the United States.

When a bad railroad accident happens it is in almost every case the result of carelessness or stupidity on the part of the trainmen or switchmen. What is the matter? Are they overworked, or are they so poorly paid that the railroad companies can only get incompetent men to work for the wages they offer?

Speaker Reed's precedent in counting in a quorum was adopted to subdue all kinds of obstreperous oppositions in all kinds of assemblies. In Detroit the Democrats of the city council have applied this powerful lever to lift an obstinate minority of Republicans.

Paris had recently eleven suicides in one day. It was a good day for suicides. Paris has more suicides than any other city, and that furious and desperate drink, a sinthe, is at the bottom of many of them.

It will be the most important news the industrial world has heard in many a day if it should turn out to be true that great deposits of natural gas have been found in Alabama, close to her iron and coal fields.

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Circumventing the Middleman.

After many years of experimenting, one portion of the rural community at least have learned how to dictate their own terms to buyers. These are the fruit growers of New York, New Jersey and Pennsylvania. They have formed the Fruit Growers' association, with a headquarters in each suitable central locality.

The growers in western New York and Pennsylvania have now a board of trade, with branches in the fruit districts. They watch the markets and send the fruit to points where the demand is most brisk and prices best. They are in constant communication by telegraph, and from time to time fix the price at which they will suffer the fruit to go. All stand together and the buyer must pay the price or go without the commodity.

At the same time proper precaution is taken against putting inferior fruit upon the market, or giving dishonest weight and measure. The grower's name is stamped plainly upon the basket. One fruit growers' union, the New Jersey Fruit Exchange, has succeeded in bringing down railroad freight charges and also the price of fruit baskets.

The Hammon Fruit Growers' Union works more than any of the others on the co-operative plan. It collects the money due the grower and applies the law when a consignment of fruit is not satisfactorily accounted for. All farmers and vegetable gardeners, as well as the fruit growers, could have such unions and stand by each other like the sticks in that old bundle of the fable.

The new historical society composed of women is called the "Daughters of the American Revolution." Mrs. Harrison has accepted its presidency. The society will build a monument to Mary Washington, mother of George. Mr. Sherman, of New York, introduced into congress some time since a bill making it the duty of government to mark in a suitable manner the historic sites of the Revolution. The authoritative stamp thus being placed upon them, the Daughters of the Revolution will undertake the task of erecting monuments upon the sites. The permanent annual anniversary of the society will be Oct. 11, the day on which Columbus discovered America.

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